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What Every Employe Ought to Know About the ILLINOIS CENTRAL SYSTEM

Compliments of

C. H. MARKHAM

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Sept. 27, 1922 - L CORY

FOREWORD

The greatest asset of which the Illinois Central System may boast is thousands of efficient and loyal employes; to say they are highly appreciated by the management is a mild statement. That they may have ready information about their employer, this pamphlet was compiled and printed. It is dedicated to their loyalty and efficiency.

It is hoped that employes, after familiarizing themselves with its contents, will preserve the pamphlet for reference purposes.

C H Markham

Chicago, June 20, 1921.

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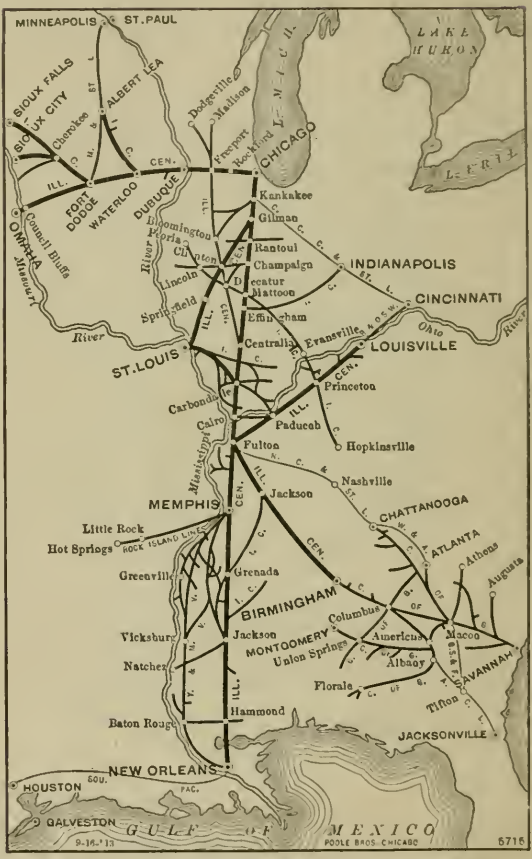


"Bread Basket of the World"

HE Illinois Central System, which interlaces the Mississippi Valley and the South, had its beginning in 1851, when the Illinois Central Railroad Company, the parent road, was chartered to build a railway through Central Illinois. The charter lines, completed during the following five years, consist of 705½ miles, all in Illinois. These have been added to by construction, leases and purchases until the present system, with more than 8,000 miles of lines, is nearly twelve times its original size, represents 3½ per cent of the total railway mileage of the United States and serves fifteen states in the "bread basket of the world."

The system occupies an unique geographical location, stretching from the Great Lakes at Chicago to the Gulf of Mexico at New Orleans, and throwing out great arms to the upper Missouri River Valley at Omaha, Sioux City and Sioux Falls and to the Atlantic seaboard at Savannah, with a network of feeder lines woven through this fertile region.

The Birth of a Railway

Building the charter lines was the result of daring imagination, a monumental engineering feat for its day. Previous attempts by both state and private enterprise to build a Central Illinois railway had failed. The then largest railway system in the United States, the New York & Erie, was only 300 miles in length. Virtually all traffic moved along east and west lines, to and from the Atlantic seaboard, and the success of a north and south railway, opening new trade routes, was held by many to be extremely doubtful.

There were no railway engineers of established reputation in the country. The capital involved was the largest amount that had been devoted to a single private undertaking in the United States at that time. It was necessary to import a great deal of the material from England, shipping it from the Atlantic seaboard by

primitive railways and canals, by rivers and wagon roads.

Central Illinois was an almost untouched prairie wilderness. There were few good highroads; most of the travel was by former Indian trails and newly made section roads, impassable for long periods during the winter storms and spring rains, when farmhouses and often entire towns were isolated. Labor was not plentiful.

Agricultural development had been slow. Mines had been opened, but were limited in operation by lack of adequate transportation. Industrial activity was confined almost entirely to the few cities.

The actual history of the Illinois Central Railroad Company dates from February 10, 1851, the day on which its charter was approved by the Legislature of Illinois.

Grant of Government Lands

Under the terms of the charter the company was granted the title to 2,595,133 acres of government lands in Illinois, which had been ceded to the state to aid in the building of a Lakes-to-the-Gulf railway. In return for this grant, the charter provided that the road should pay into the state treasury annually, in lieu of other taxes, a special tax of 7 per cent of the gross earnings from its charter lines. The Illinois Central has realized $23,218,611 from the sale of its lands, while payments to the state under the charter tax have aggregated, with the accruals to March 31, 1921, the total of $48,771,105.95. In ceding the lands, the federal government relinquished alternate sections and the price of the lands retained was advanced from $1.25 to $2.50 an acre. These were rapidly disposed of as the building of the railway progressed.

The charter was accepted and the company was organized at a meeting of the incorporators in New York, March 19, 1851. Three days later they selected Col. Roswell B. Mason as engineer and placed him in charge of construction.

Surveying began immediately and ground was broken with ceremonies at Chicago and Cairo December 23 of that year.

The road's securities were received with confidence and the first issue of capital stock sold at a premium. This was due in part to the land grant, and also to the confidence which the early directors held as individual financiers.

The building of the charter lines was pushed and sections were placed in operation as rapidly as they were completed.

14-Mile Strip Finished First

The first section to be opened was a stretch of fourteen miles between Chicago and Calumet, which had been built with the aid of the Michigan Central to allow that road to enter Chicago, giving the city traffic connections with the East. It was completed May 15, 1852. Sixty miles of the road from LaSalle to Bloomington were opened May 16, 1853, and this was added to at intervals, until the charter lines were finally completed, September 27, 1856, by linking the gap of seventy-seven miles between Mattoon and Centralia. The total cost of the charter lines was $26,568,017.61, or approximately $37,600 a mile.

Compared with the present condition of the charter lines, construction and equipment were very poor. The road was built, however, according to the best standards of the time.

Freight and passenger service was inaugurated on each stretch of road as it was completed. Two passenger trains a day were operated over important lines. The freight traffic was irregular, according to the demands of the season.

A suburban service between Chicago and Hyde Park was established early in the history of the railway, and later this was extended to Matteson, Blue Island and South Chicago. It had a great influence in developing Chicago's South Side as a residence section. Property located near the Illinois Central is considered more valuable than that in most of the other sections of the city because of the superior quality of the suburban

service. The suburban service played an important role in handling traffic for the Columbian Exposition. Four hundred five passenger trains are now operated daily over the Chicago Terminal, including the suburban service.

The road received a setback with the panic of 1857 and the crop failures of 1858, but by 1860 these conditions had been overcome and the months immediately preceding the Civil War were most prosperous.

Extracts from Appleton's Railway and Steam Navigation Guide No. 1, published in July, 1856, give a panoramic view of the early history of the Illinois Central. The guide relates that in 1827 a railway four miles long was constructed in Massachusetts, probably the first railway in the United States. Horse power was the only locomotive power employed.

At the time the guide was published the Illinois Central, with more than 700 miles, was the longest road in the world. An interesting prophecy, in the light of later developments, was made by the author of the guide in these words:

"At Cairo, the Illinois Central connects with Southern lines to Mobile and New Orleans and the Mississippi steamers. When all these lines are completed, it will be possible for a traveler to leave the Lakes on Monday morning and take his coffee on the Gulf of Mexico on Wednesday morning; and that at an expense which would barely defray the cost of a journey from Dublin to London, or Paris to Berlin."

The Illinois Central's fast passenger train, the Panama Limited, now has a running time of less than twenty-three hours between Chicago and New Orleans!

Effects of the Civil War

The Illinois Central played an important part in the movement of troops and supplies during the Civil War. Under the terms of the charter the road was required to handle certain government traffic at reduced rates, but business in

the later years of the war became prosperous and the road was offered more traffic than could be moved readily.

One of the most important effects of the Civil War was that business was cut off from Cairo south, and attention was turned to the development of feeder lines within the state of Illinois and extensions westward.

The development of feeder lines and the reaching out westward began almost immediately following the Civil War. Among the most important of the earlier acquisitions were the Dubuque & Sioux City Railroad and the Cedar Falls & Minnesota Railroad, which were leased October 1, 1867, thus supplying the present western arm of the Illinois Central System through Iowa and establishing direct communication with the upper Missouri Valley.

Extensions south of the Ohio River began with the lease of the Chicago, St. Louis & New Orleans Railroad Company, which dates from July 1, 1882. This road was formed by the consolidation of the New Orleans, Jackson & Great Northern Railroad Company, extending from New Orleans to Canton, Miss., which was built before the Civil War, and the Mississippi Central, from Canton to Cairo, of which the part from Canton to Jackson, Tenn., was built prior to the Civil War. A line to Louisville, Ky., and a northern entrance into Memphis were secured September 15, 1897, by obtaining control of the Chesapeake, Ohio & Southwestern Railroad Company.

The actual completion of the rail traffic route from the Great Lakes and the upper Mississippi Valley to the Gulf of Mexico may be said to have taken place with the opening of the bridge over the Ohio River at Cairo, October 29, 1889, although prior to that time north and south traffic had been transferred at that point by ferry.

The erection of the bridge was of itself a notable engineering accomplishment. When completed it was $3\frac{7}{8}$ miles long, including trestles. Fills have since been

made. The bridge proper is 4,644 feet in length. Seventy trains now pass over it daily, or an average of one train about every twenty minutes.

An Influence for Progress

Throughout its history the Illinois Central has employed the policy of building or leasing tributary lines, centering its attention upon building up its immediate territory, rather than reaching out for a footing in new fields. In this way, it has been able to encourage systematic growth.

In the early period of its history the Illinois Central contributed more than all other factors to building up the state of Illinois. Settlement of the inland counties progressed rapidly, agricultural methods were improved, industries were located and the commercial life of the state expanded. The Illinois Central endorsed the movement to establish the University of Illinois at Champaign and contributed the first $50,000 toward the university fund. The University of Illinois now enrolls more than 11,000 students and is conceded to have one of the greatest agricultural colleges in the United States.

The road also had a large influence in developing Chicago as a metropolis. Entrance to the city was gained over the lake front under terms whereby the railway took over the then extensive burden of protecting the city from the encroachments of Lake Michigan. The lines were extended north to the Chicago River and in 1853 the erection of the Randolph Street passenger station, then the most expensive passenger station in the country, began. Building the lines into the heart of the city encouraged Chicago's industrial and commercial growth, and, on the other hand, the lake front provided the Illinois Central with the site for the finest railway terminals in the country.

The Field Museum

A notable contribution to the city of

Chicago has been made in recent years. For more than fifty years following the railway's entrance to the city, disputes arose over the lake front. A clause in the will of the late Marshall Field provided for the building of the Field Columbian Museum, if the city would furnish within a certain time a site accessible to the down-town section. A site was not found and the gift was about to be lost to the city when the Illinois Central brought forth a plan whereby the museum might be located upon the lake front, the railway granting the site, on condition that the controversies over riparian rights be adjusted on a fair basis. The city accepted, after lengthy debating, demanding, however, electrification of the Illinois Central terminals.

The museum was built as part of the general plan for development of the lake front. The new Illinois Central passenger station, now under contemplation, which will be part of that general plan, will be among the largest passenger stations in the world. When it lifts its dome above the waters of Lake Michigan, and the electric trains glide along the shore, threading the parks and lagoons and the business and residence districts of the South Side, they will be a monument to the Illinois Central. The marble palace of the museum also will be a monument to the Illinois Central; but for the railway's timely offer, the gift might have been lost to the city.

Developing the South

Just as the Illinois Central played a prominent part in building up the state of Illinois in the two decades of 1850 to 1870, its influence in later years has been extended to building up the South. Modern farm methods—dairying, crop rotation, the use of fertilizers, fruit and truck farming—have been encouraged. The South is now coming rapidly to the front in agriculture.

Truck farming began on a small scale under the auspices of the Illinois Central in 1875 at Crystal Springs, Mississippi.

Shipments were handled by express. Later ventilated fruit cars were used, then refrigerator cars. The industry has spread and more than 4,000 carloads of vegetables were transported from the South over the Illinois Central lines during 1920. Sweet potato dry kilns have been located on the Southern lines of the Illinois Central during the last few years, and that industry is now most promising.

The strawberry industry started in a back-yard garden at Independence, Louisiana, twenty-seven years ago, and has spread to a large territory. More than 1,800 carloads of berries were transported over the Illinois Central in the 1921 season.

Similar co-operative measures have stimulated dairying, the raising of beef cattle and pure-bred hogs.

The development of the Illinois Central in the South has played an important part in building up the port of New Orleans, the second port in the United States in the amount of exports and imports handled, surpassed only by New York. New Orleans is the natural gateway from the Mississippi Valley to Central and South America, and the Illinois Central leads all other railway systems in the amount of traffic handled through that gateway.

The total capacity of the Illinois Central yards at New Orleans is 9,384 cars, the most outstanding of the yards being Stuyvesant Docks, with a capacity of 2,316 cars, and Harahan Yard, with a capacity of 4,090 cars. Harahan Yard is used for classification of in- and outbound freight at New Orleans.

Stuyvesant Docks comprise a wharf 4,700 feet long with an area of 650,000 square feet; damp-, rat- and fire-proof warehouses with an area of 520,000 square feet; grain elevators with a capacity for storing 2,500,000 bushels, and the 2,316-car capacity yard. Other Illinois Central yards, with their capacities, include: Poydras Yard, 1,070 cars; Government Yard, 762 cars; Levee Yard, 587 cars; Southport Yard, 306 cars, and Chalmette Yard, 253 cars.

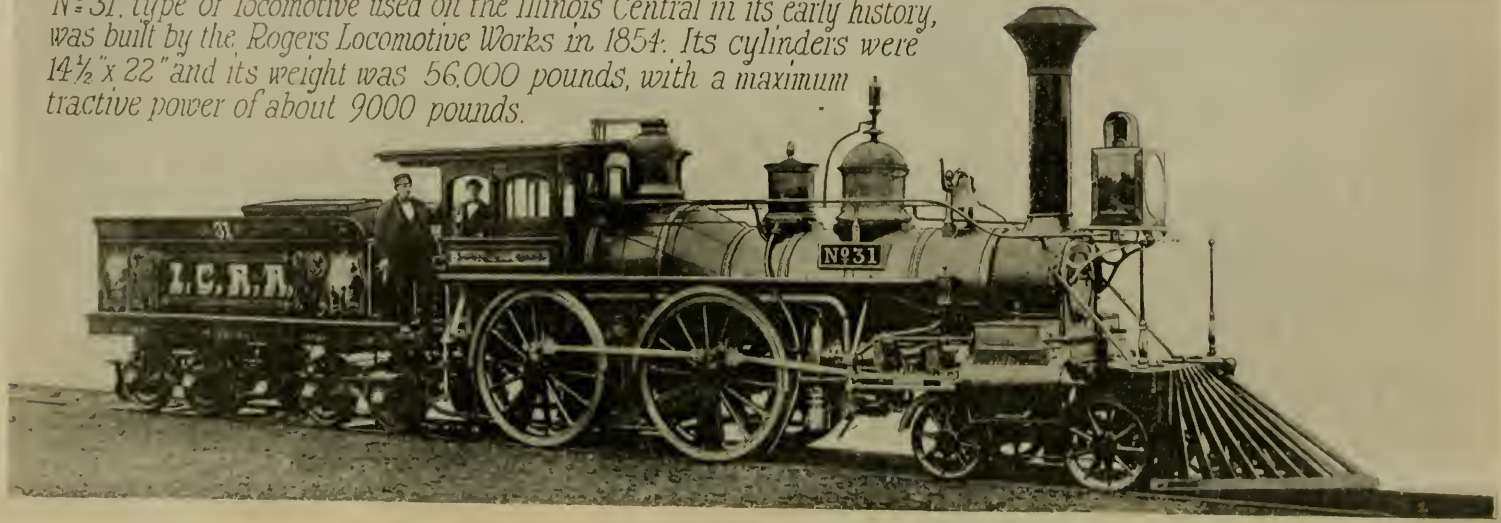
Figures of Early History

The names of the men who were connected with the early history of the Illinois Central have become illustrious. They were among the leading figures of their day. Robert Rantoul, Jr., successor to Daniel Webster in the United States Senate, was largely influential, as a director, in shaping the early financial policies of the road. Robert Schuyler, the first president, was possibly the leading railway executive of the period. Stephen A. Douglas and Judge Sidney Breese, United States Senators from Illinois, were early sponsors of the road and were instrumental in securing the grant of government lands. Gouverneur Morris and William H. Osborn were among the early directors, the former being one of the incorporators.

Col. Roswell B. Mason, builder of the charter lines, who later served as mayor of Chicago, was the first superintendent of transportation. He was succeeded by George B. McClellan, afterward commander-in-chief of the federal armies in the Civil War.

Abraham Lincoln, during the early days of his law practice, was a local attorney of the Illinois Central. Among the other prominent figures of Civil War days who were associated with the Illinois Central System were: Gen. P. G. T. Beauregard (Confederate), Maj.-Gen. A. E. Burnside, Maj.-Gen. Nathaniel P. Banks, Maj.-Gen. Edward C. Walthall (Confederate), Maj.-Gen. E. P. Alexander (Confederate), Brig.-Gen. Thomas E. G. Ransom, Brig.-Gen. Mason Brayman, Brig.-Gen. John Basil Turchin, Brig.-Gen. H. L. Robinson, Brig.-Gen. Rufus Polk Neely (Confederate), Brig.-Gen. Alexander R. Lawton (Confederate), Brig.-Gen. G. M. Sorrell (Confederate), Col. John B. Wyman, Col. David Stuart, Col. James T. Tucker, Lieut.-Col. L. Q. C. Lamar (Confederate), Maj. Joseph Kirkland and Maj. Ben H. Green (Confederate).

No. 31, type of locomotive used on the Illinois Central in its early history, was built by the Rogers Locomotive Works in 1854. Its cylinders were 14½" x 22" and its weight was 56,000 pounds, with a maximum tractive power of about 9000 pounds.



N° 2921, the newest type of locomotive used in freight service on the Illinois Central, was built by the Lima Locomotive Works in 1921. Its cylinders are 30"x 32" and its weight is 382,000 pounds, with a maximum tractive power of 73,800 lbs.

The Twentieth Century

The beginning of the twentieth century ushered in a period of railway history which may be designated the "anti-railway era." The scope of public regulation had developed in alarming proportions and the roads were strangled through oppressive legislation and the refusal of adequate rates. The Illinois Central, in common with the other railways, suffered.

Shortly after the United States entered the World War the railways were taken over by the government and during the twenty-six months of federal control, when the business of winning the war was the paramount task of the railways, the Illinois Central organization met its responsibilities nobly.

The railways were returned to their owners March 1, 1920, under the Transportation Act, which seeks to alleviate the oppressive burdens of recent years and to restore rational development.

Yazoo & Mississippi Valley

The Yazoo & Mississippi Valley Railroad Company, threading the delta country between Memphis and New Orleans, became a part of the Illinois Central System in 1892, with the purchase of its capital stock. It is now operated jointly with the parent road.

The road was formed by a combination made effective October 24, 1892, between a company of the same name which had been created February 17, 1882, and the Louisville, New Orleans & Texas Railway Company, which latter company itself grew out of a consolidation made August 12, 1884.

The Central of Georgia

The Central of Georgia Railway Company, which represents nearly one-fourth of the present Illinois Central System, is

owned by the Illinois Central Railroad Company, but is operated independently. It has an interesting history, antedating that of the Illinois Central itself.

The Central of Georgia was incorporated December 20, 1833, as the Central Railroad & Canal Company of Georgia, and was completed between Savannah and Macon—a distance of 191 miles—October 13, 1843. Trains had been operated as early as August, 1839, between Savannah and a point seventy-six miles west. In 1835 the corporate name was changed to the Central Railroad & Banking Company of Georgia, and October 17, 1895, to the Central of Georgia Railway Company. The Macon & Western Railroad Company between Macon and Atlanta, 103 miles, was leased May 25, 1871, and on August 24, 1872, it was consolidated with the Central of Georgia Railway Company, the capital stock of which was acquired by the Illinois Central Railroad Company in June, 1909.

The Central of Georgia continued its policy of acquiring tributary lines and making new additions, until now it extends westward through Georgia and Alabama to Augusta, Macon, Columbus, and Atlanta, Georgia, Chattanooga, Tennessee, and Montgomery, Andalusia, Lockhart and Birmingham, Alabama, forming a connection at the latter city with the Illinois Central.

Its modern terminal facilities at Savannah comprise a river frontage of one mile. It has four slips with a docking space of nearly 12,000 lineal feet, warehouses with a storage space of 1,358,815 square feet, and open sheds of 1,012,138 square feet.

Ocean Steamship Company

The most important subsidiary holding of the Central of Georgia Railway Company is the Ocean Steamship Company of Savannah, which plies a coastwise traffic between Savannah, New York and Boston.

The steamship company was organized in 1872, when six steamships with a

total gross tonnage of 6,563 were acquired at a cost of $600,000. There are now eight steamers in service with a gross tonnage of 36,568, in addition to two tugs and twenty-seven lighters. Extensive terminals are owned or controlled at Hoboken, New York, Boston and Savannah. In addition to their freight traffic, the steamers have a passenger carrying capacity of 1,267 persons.

Two of the steamers, the City of Savannah and the City of Atlanta, were employed in the United States Army Transport Service during the World War. Prior to that they and others were engaged in overseas trade. The City of Memphis was torpedoed by a German submarine March 17, 1917, while returning from France.

The steamers now in service are the City of St. Louis, City of Montgomery, City of Savannah, City of Atlanta, City of Columbus, City of Rome, City of Augusta, and the Nacoochee. The general offices are at Pier 35, North River, New York.

How the System Has Grown

In 1857 the gross revenue of the Illinois Central System as then constituted was $2,300,000. In 1920 it was $202,844,270.58.

The freight traffic carried in 1857 was the equivalent of 50,000,000 tons transported one mile. In 1920 the net ton miles of revenue freight amounted to 17,061,044,291.

The revenue freight handled on the system in 1920 aggregated 68,362,036 tons. These were among the principal commodities:

	Tons	Revenue
Coal	25,595,659	$31,794,643
Lumber and other forest products	9,933,343	18,214,248
Grain	4,423,116	9,586,628
Petroleum and products	2,088,237	4,857,119

	Tons	Revenue
Flour and other mill products	1,331,067	$2,997,162
Cement	908,095	1,236,733
Cotton seed and products	852,479	1,787,181
Cotton	671,802	3,382,136

Road Has 14,225 Owners

The Illinois Central Railroad Company, which owns the subsidiary corporations of the system, is, in turn, owned by 14,225 shareholders. Eight shareholders own 5,000 shares or more each; 87, between 1,000 and 5,000 shares each; 115, between 500 and 1,000 shares each; 1,699, between 100 and 500 shares each, and 12,316, between 1 and 99 shares each. The average holding is 77 shares.

The number of shareholders has increased 4,190 since 1916. There also has been an increase in the number of shares held in the United States. In October, 1910, there were 183,418 shares held abroad; in April, 1921, the number had been reduced to 45,070.

The Illinois Central was the first road in the country—in fact, one of the first corporations—to sell stock to employes. The plan has been in operation since 1893, and many of the company's shares are held by officers and employes and members of their families. Every employe has the privilege of subscribing for stock and paying for it by deductions from pay or by direct payments. Employes buying stock share in all the privileges of stockholders and during the time their payments are being made they receive interest on their deposits.

Long Dividend Record

The Illinois Central Railroad Company stands second among all the railways of the United States in the number of years it has paid cash dividends without interruption, its record standing un-

broken since 1860. The only railway to excel that record is the Pennsylvania, which has paid cash dividends without interruption since 1856.

Capitalization

The total capitalization of the Illinois Central System, with its owned and affiliated lines, including capital stock and funded debt in hands of the public, is $428,756,795, according to the figures of January 1, 1921. On that same date its total investment in road and equipment amounted to $534,340,789, or a total of $105,583,994 in excess of its total capitalization.

Millions in Pensions

The pension department of the Illinois Central and the Yazoo & Mississippi Valley railroads was inaugurated July 1, 1901. Since then, and including December 31, 1920, a total of 1,295 employes have been retired on pensions, of whom 611 were carried on the pension rolls at the latter date. A total of $2,106,035.82 had been paid out in pensions up to December 31, 1920.

Markham Yard

A large freight classification yard, one of the most extensive of its kind in the world, is now under construction by the Illinois Central immediately south of Chicago. When completed, the total cost will be $8,000,000. Through it will pass all freight handled by the Illinois Central between Chicago and the South. It will have 106 miles of track with a capacity of 13,820 cars, and will be especially notable because of a single classification yard with 62 tracks of a capacity of 2,960 cars served from a single hump. The yard is made necessary by the increase in freight business handled in and out of Chicago.

The yard is located between Harvey and Homewood, twenty-one miles south

of the South Water Street terminal of the Illinois Central. The northbound yard will consist of a receiving yard of 20 tracks, having a total capacity of 2,390 cars; a classification yard of 62 tracks, with a capacity of 2,960 cars, and a departure yard of 20 tracks, with space for 1,950 cars. The southbound yard will have a receiving yard of 20 tracks, with a capacity of 1,950 cars; a classification yard of 40 tracks, with space for 2,050 cars, and a departure yard of 20 tracks, with a capacity of 2,070 cars.

A less-than-carload transfer station consisting of five platforms 700 feet long, with tracks on either side, and a supporting yard, immediately to the south, of equivalent track capacity, will be built parallel to the southbound departure yard.

A repair yard of 21 tracks, holding 660 cars, is to be provided between the two yards. Two roundhouses, a coaling station and other facilities for the engine terminals, are included in the plans. The placing of about 5,000,000 cubic yards of filling is involved. There will be street subways, and the terminal will have interlocking plants, electric lighting, pneumatic tube systems for the dispatching of waybills, automatic scales at the hump, and other modern facilities.

Other Large Terminals

Markham Yard will be the ranking terminal of the entire Illinois Central System. Other important terminals of the system, of more than 1,000-car capacity each, include:

Location	Capacity—Cars
New Orleans, La.....	9,384
Chicago, Ill.	8,871
Centralia, Ill.	6,084
Savannah, Ga.	6,000
Memphis, Tenn.	5,872
Macon, Ga.	5,320
Mounds, Ill.	3,062
Champaign, Ill.	2,950

Location	Capacity—Cars
East St. Louis, Ill.	2,620
Clinton, Ill.	2,545*
Atlanta, Ga.	1,824
McComb, Miss.	1,821
Columbus, Ga.	1,500
Gwin, Miss.	1,450
Vicksburg, Miss.	1,310
Albany, Ga.	1,200
Jackson, Tenn.	1,190
Freeport, Ill.	1,150
Louisville, Ky.	1,136
Clarksdale, Miss.	1,130

Rank of the System

The mileage of the Illinois Central System is 8,157 4/5 miles, or 3½ per cent of the total of all Class I railways, which have a total mileage of 233,568 4/5 miles.

The Class I railways own 2,342,752 freight cars, of which 78,819, or 3 2/5 per cent, are owned by the Illinois Central System.

There are 65,560 locomotives owned by the Class I railways, while the Illinois Central System owns 2,177, or 3 3/10 per cent of the total.

Five hundred ninety-six passenger trains are operated daily over the Illinois Central System, or 5 7/10 per cent of the 10,347 operated daily by the Class I roads.

Of the passenger trains operated on the Illinois Central in 1920, 96 per cent arrived on time at their final destinations, whereas the percentage for the railways as a whole was about 83.

The system owns 2,025 passenger service cars, of which 611, or 30 1/5 per cent, are of steel construction throughout, and 409, or 20 1/5 per cent, are of steel underframe construction. The Class I railways own 53,393 passenger service cars, of which 15,646, or 29 3/10 per cent, are of steel construction, and 6,459, or 12 1/10 per cent, of steel underframe construction.

The average number of employes of the Class I railways during 1920 was

*A new yard is under construction at Clinton. The figures represent the completed yard.

2,153,158, of whom 72,137, or 3 2/5 per cent, were employed on the Illinois Central System.

The revenue freight transported one mile by all Class I railways amounted to 409,970,656,000 tons in 1920, of which 17,061,044,291 tons—or 4 1/5 per cent—were transported on the Illinois Central System.

The number of passengers carried one mile by the Class I railways in 1920 was 46,724,880,000, of which the Illinois Central System carried 1,418,986,281, or 3 per cent.

The Illinois division of the Illinois Central Railroad Company was awarded the E. H. Harriman Memorial Medal in 1917 for the utmost progress in safety and accident prevention during the fiscal year ending June 30, 1916. The contest, in which all divisions of the steam roads of the United States competed, was conducted under the direction of the American Museum of Safety.

Our Coal Traffic

All the railways of the country, including the smaller lines, handled 556,516,000 tons of bituminous coal in 1920, exceeding by 21½ per cent, or 98,453,000 tons, the amount handled in 1919. During 1920, the Illinois Central System handled 25,595,659 tons of coal, a gain of 49½ per cent over the 17,121,511 tons handled on its lines in the previous year.

The Illinois Central System, exclusive of the Central of Georgia, stands sixth among all roads of the United States in coal traffic originated. Illinois ranks second among the states in the production of bituminous coal. The Illinois Central is first in Illinois, leading all other roads in the point of coal tonnage originated.

Notes of Interest

The cost of all coal consumed on the Illinois Central System in 1914 was $6,330,092.29. In 1920, coal costs mounted to $20,696,510.78, an increase of 226 9/10 per cent.

The average tractive force in pounds per engine in the Illinois Central through freight service in 1921 is 50,089, compared with 31,600 in 1910, an increase of 58½ per cent.

A freight engine travels an average of 80 miles per day, and the speed of a freight train averages 11 miles per hour, including delays.

A freight engine consumes 257 pounds of coal per mile, and the fuel costs on a freight train at present prices are about equal to the wages of the train and engine crews combined.

The average freight train carries a net weight (excluding weight of cars) of 659 tons, compared with 359 tons in 1910, an increase of 83 per cent.

The average capacity of freight cars now in the Illinois Central service is 42 1/5 tons, compared with 38 tons in 1910, an increase of 11 1/10 per cent.

The average tons of freight loaded in each freight car in 1920 were 30 7/10, compared with 22 tons in 1910, an increase of 39½ per cent.

The average freight car makes a round trip (dispatched loaded and returned empty) every ten days, or approximately thirty-six loaded trips a year.

A passenger engine consumes 110 pounds of coal per mile and averages about 35 miles an hour, including delays.

One and one-half tons of gross passenger car weight are hauled to carry each coach passenger; 4 2/5 tons, to carry each sleeping-car passenger.

The Illinois Central stands fourth among American railroads in net ton miles of freight hauled.

The Illinois Central stands second among American railroads in the average miles per car per day.

More than five billion passengers have been carried one mile on the Illinois Central System since a passenger riding in a proper position was injured fatally.

ILLINOIS CENTRAL
CENTRAL
MISSISSIPPI
VALLEY
ROUTE
SYSTEM

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